

(2) The design pressure of each liquid level gauging device must be at least that of the tank.

(3) If a fixed length dip tube or trycock line gauging device is used, it must consist of a pipe or tube of small diameter equipped with a valve at or near the jacket and extending into the cargo tank to a specified filling height. The fixed height at which the tube ends in the cargo tank must be such that the device will function when the liquid reaches the maximum level permitted in loading.

(4) The liquid level gauging device used as a primary control for filling must be designed and installed to accurately indicate the maximum filling level at the point midway of the tank both longitudinally and laterally.

(b) *Pressure gauges.* Each cargo tank must be provided with a suitable pressure gauge indicating the lading pressure and located on the front of the jacket so it can be read by the driver in the rear view mirror. Each gauge must have a reference mark at the cargo tank design pressure or the set pressure of the pressure relief valve or pressure control valve, whichever is lowest.

(c) *Orifices.* All openings for dip tube gauging devices and pressure gauges in flammable cryogenic liquid service must be restricted at or inside the jacket by orifices no larger than 0.060-inch diameter. Trycock lines, if provided, may not be greater than 1/2-inch nominal pipe size.

[Amdt. 178-77, 48 FR 27706, June 16, 1983, as amended at 49 FR 24317, June 12, 1984]

§ 178.338-15 Cleanliness.

A cargo tank constructed for oxygen service must be thoroughly cleaned to remove all foreign material in accordance with CGA G-4.1 (IBR, see § 171.7 of this subchapter). All loose particles from fabrication, such as weld beads, dirt, grinding wheel debris, and other loose materials, must be removed prior to the final closure of the manhole of the tank. Chemical or solvent cleaning with a material compatible with the intending lading must be performed to remove any contaminants likely to react with the lading.

[68 FR 75755, Dec. 31, 2003]

§ 178.338-16 Inspection and testing.

(a) *General.* The material of construction of a tank and its appurtenances must be inspected for conformance to Section VIII of the ASME Code (IBR, see § 171.7 of this subchapter). The tank must be subjected to either a hydrostatic or pneumatic test. The test pressure must be one and one-half times the sum of the design pressure, plus static head of lading, plus 101.3 kPa (14.7 psi) if subjected to external vacuum, except that for tanks constructed in accordance with Part UHT in Section VIII of the ASME Code the test pressure must be twice the design pressure.

(b) *Additional requirements for pneumatic test.* A pneumatic test may be used in place of the hydrostatic test. Due regard for protection of all personnel should be taken because of the potential hazard involved in a pneumatic test. The pneumatic test pressure in the tank must be reached by gradually increasing the pressure to one-half of the test pressure. Thereafter, the test pressure must be increased in steps of approximately one-tenth of the test pressure until the required test pressure has been reached. Then the pressure must be reduced to a value equal to four-fifths of the test pressure and held for a sufficient time to permit inspection of the cargo tank for leaks.

(c) *Weld inspection.* All tank shell or head welds subject to pressure shall be radiographed in accordance with Section VIII of the ASME Code. A tank which has been subjected to inspection by the magnetic particle method, the liquid penetrant method, or any method involving a material deposit on the interior tank surface, must be cleaned to remove any such residue by scrubbing or equally effective means, and all such residue and cleaning solution must be removed from the tank prior to final closure of the tank.

(d) *Defect repair.* All cracks and other defects must be repaired as prescribed in Section VIII of the ASME Code. The welder and the welding procedure must be qualified in accordance with Section IX of the ASME Code (IBR, see § 171.7 of this subchapter). After repair, the tank must again be postweld heat-treated, if such heat treatment was previously